

***Complete Streets and
Environmental Justice
Of Select Honolulu Neighborhoods***

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Airport Convention Center
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Ocean Point

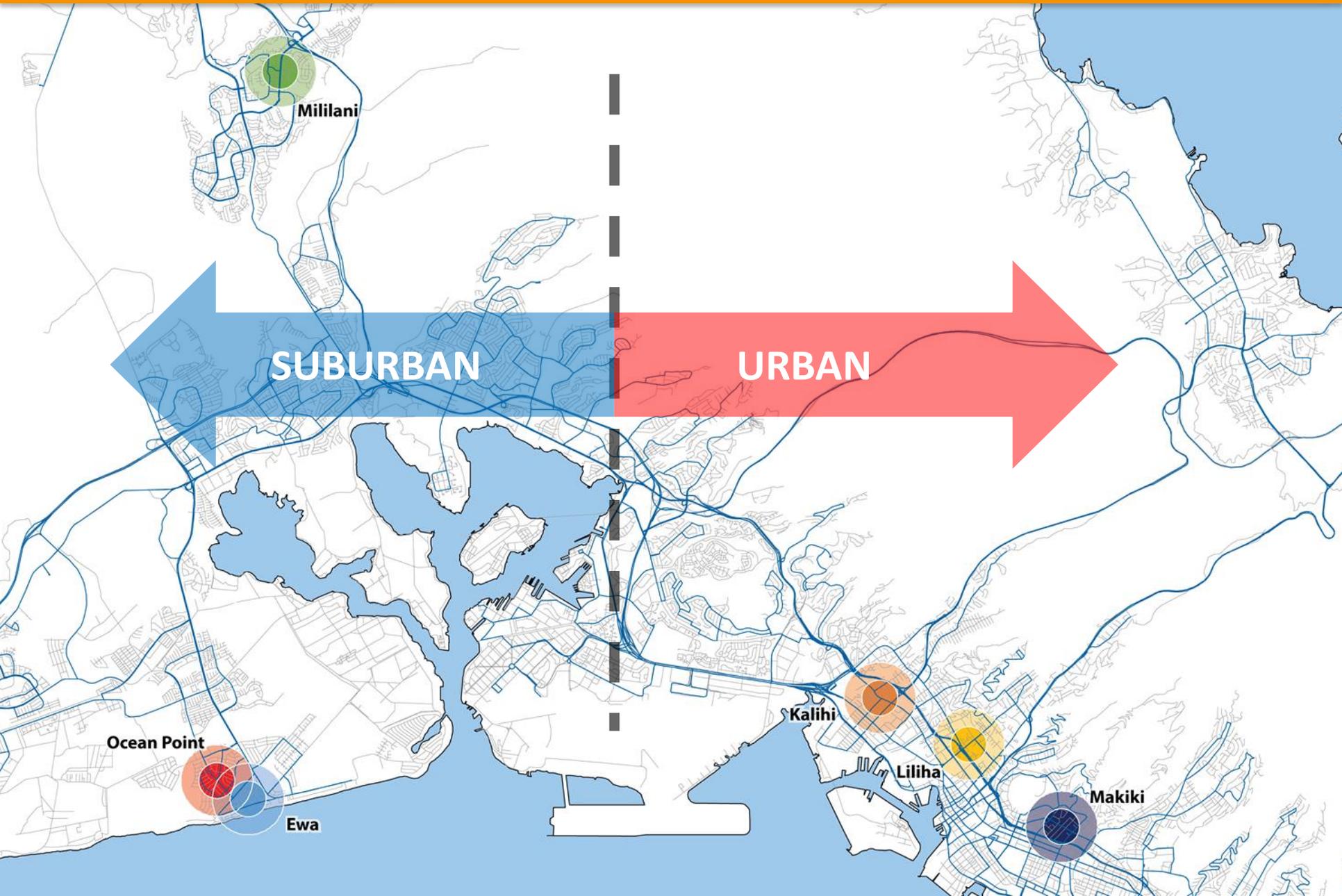
Ewa

Kalihi

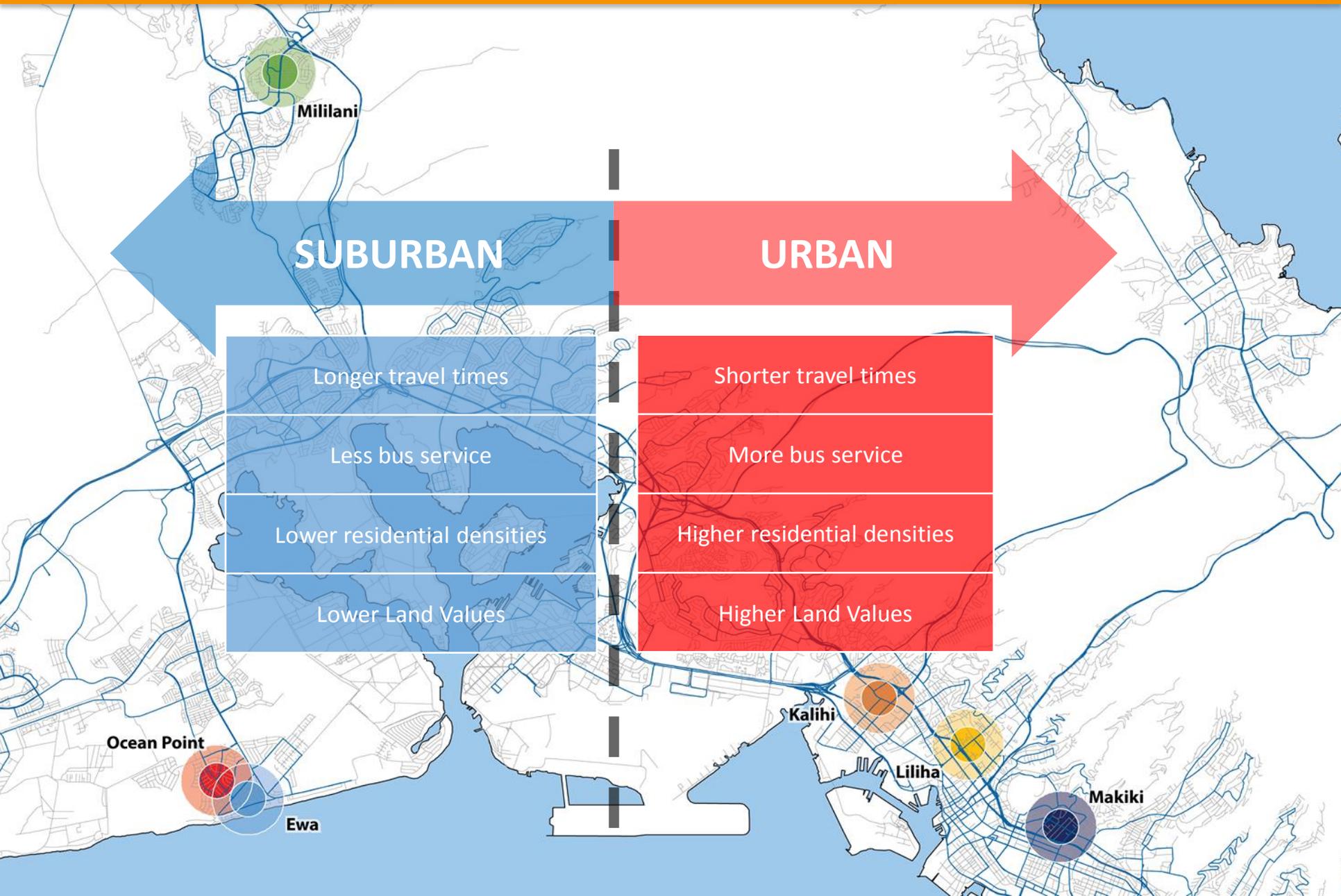
Liliha

Makiki

Complete Streets: *Urban vs. Suburban Neighborhoods*

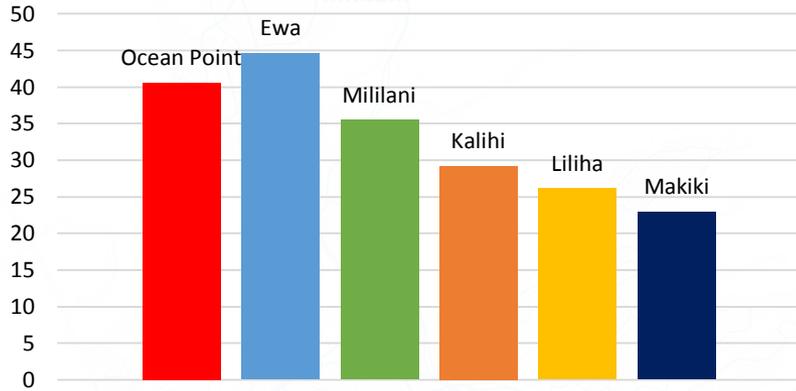


Complete Streets: *Urban vs. Suburban Neighborhoods*

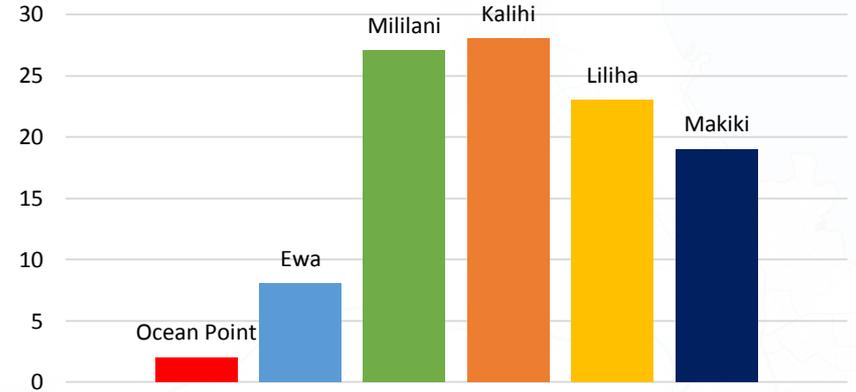


Complete Streets: Urban vs Suburban Differences

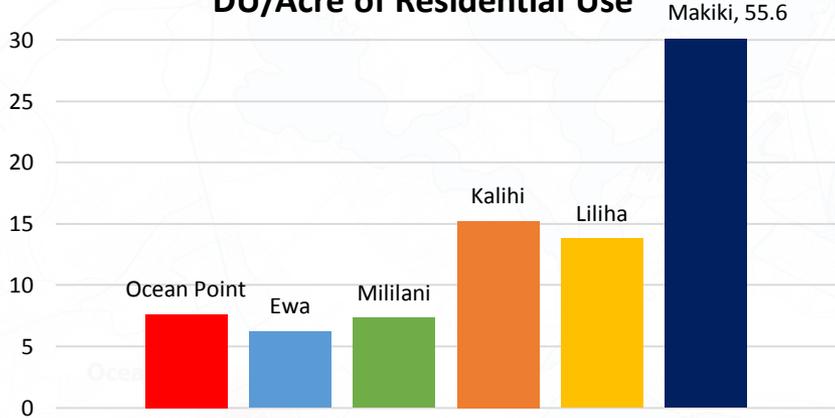
Mean Travel Time to Work



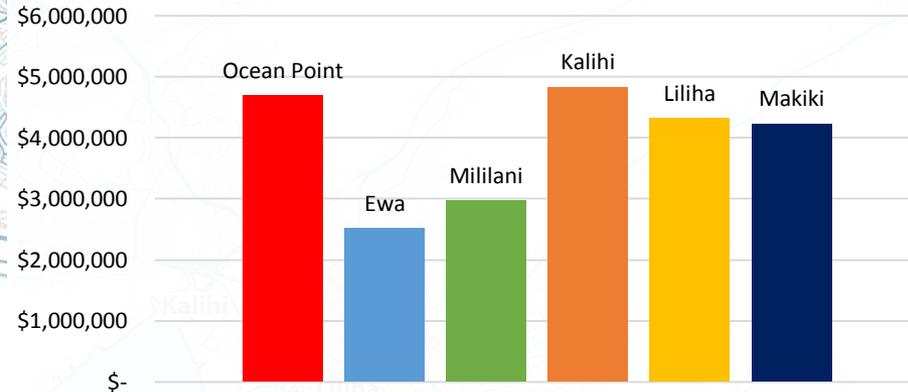
Number of Bus Routes



DU/Acre of Residential Use



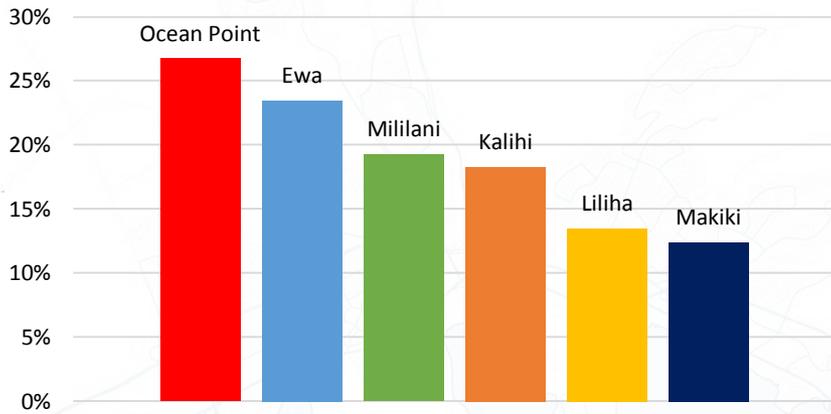
Property Value per Acre



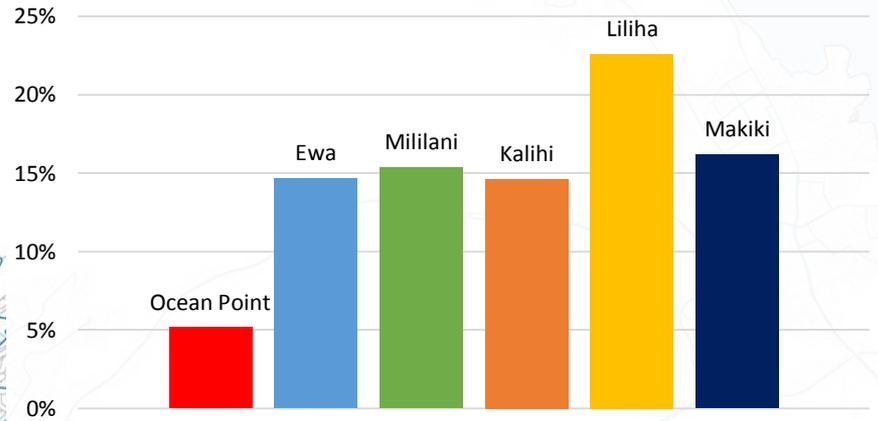
Complete Streets: Age



Population Under 18

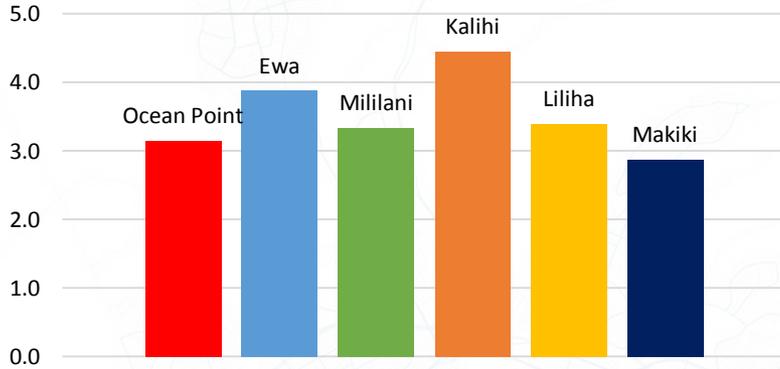


Population 65 and Older



Complete Streets: Households

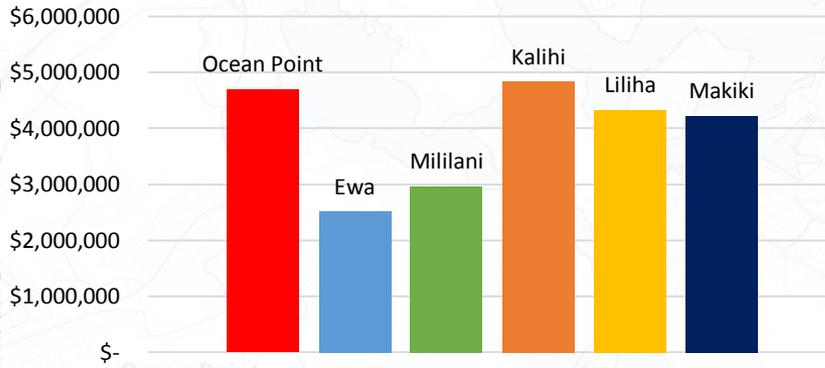
Average HH Size



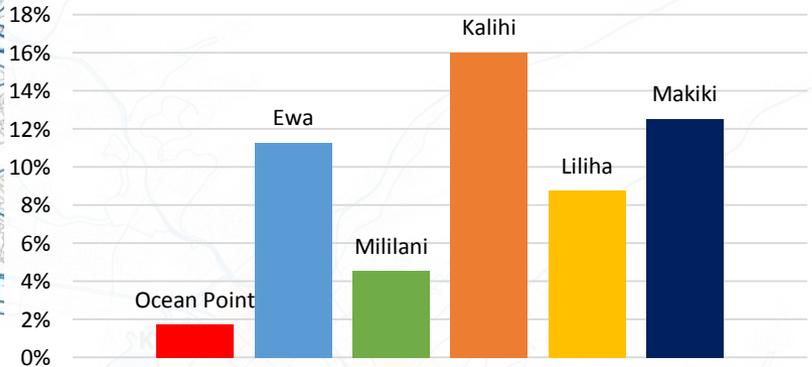
Vehicles per HH



Property Value per Acre

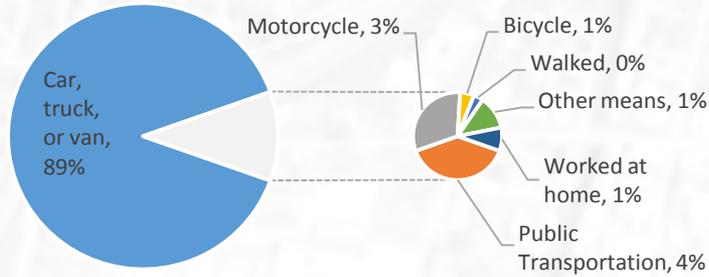


Population Below Poverty Level

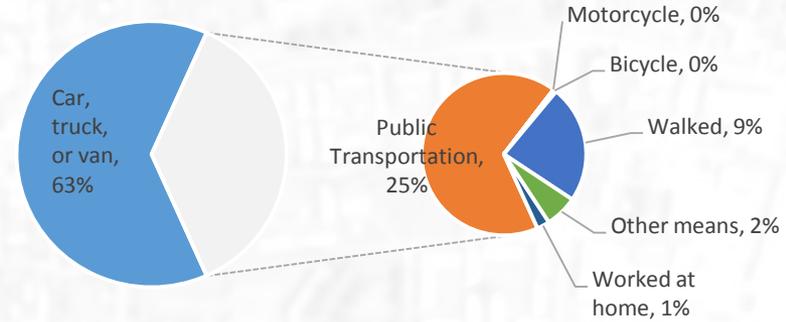


Complete Streets: Home to Work Travel Modes

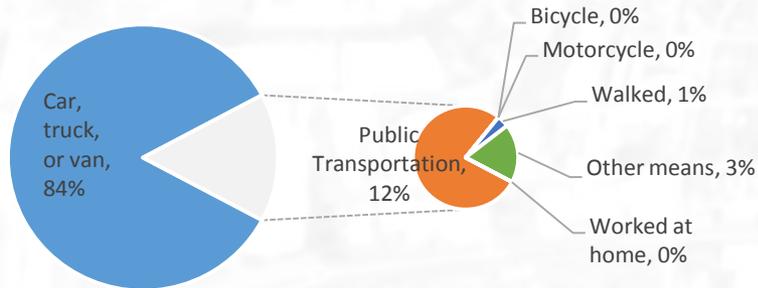
Ocean Point



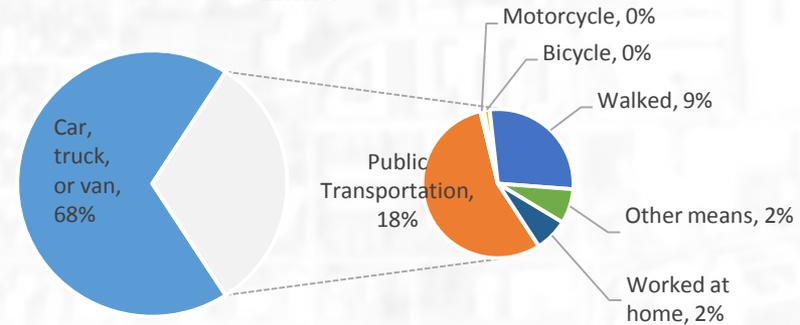
Kalihi



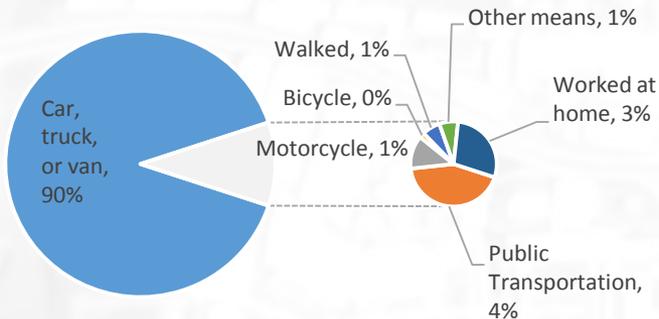
Ewa



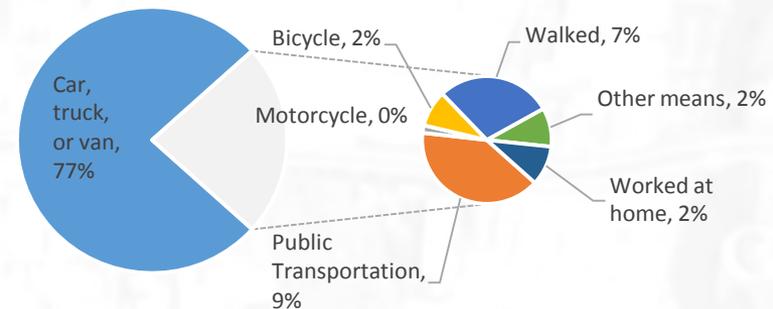
Liliha



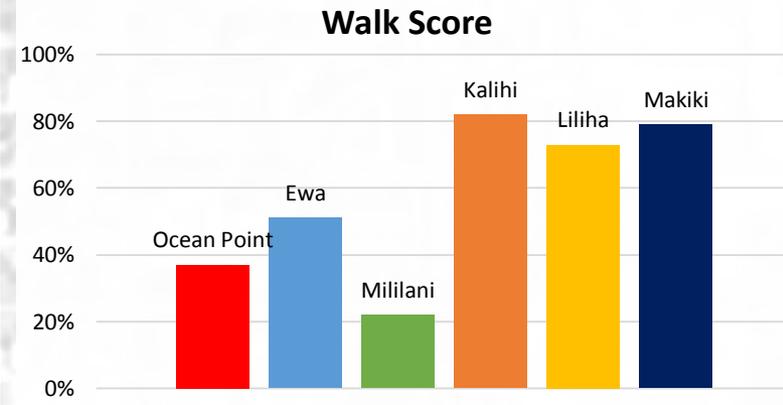
Mililani



Makiki

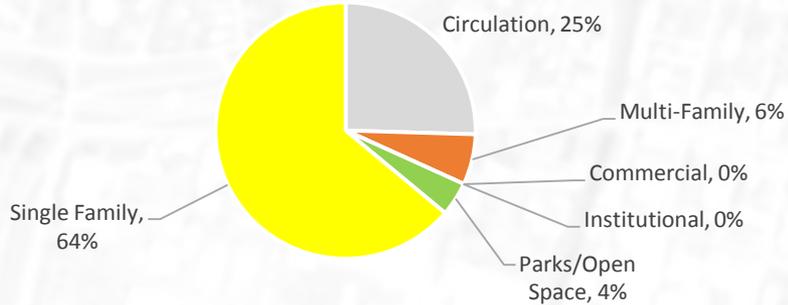


Complete Streets: *Land Use*

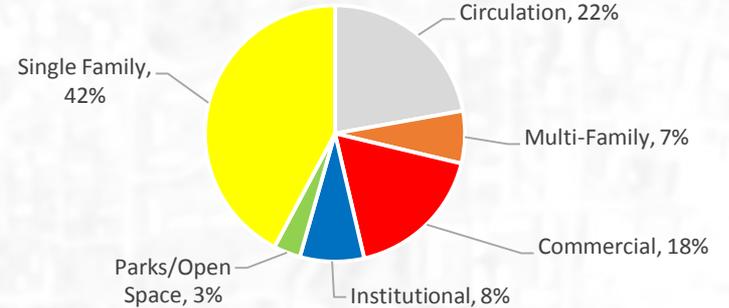


Complete Streets: *Land Use*

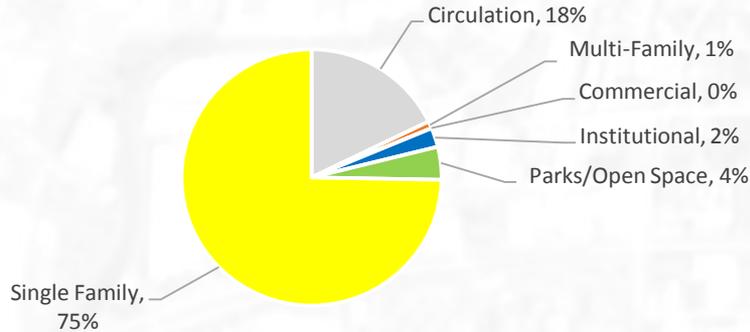
Ocean Point



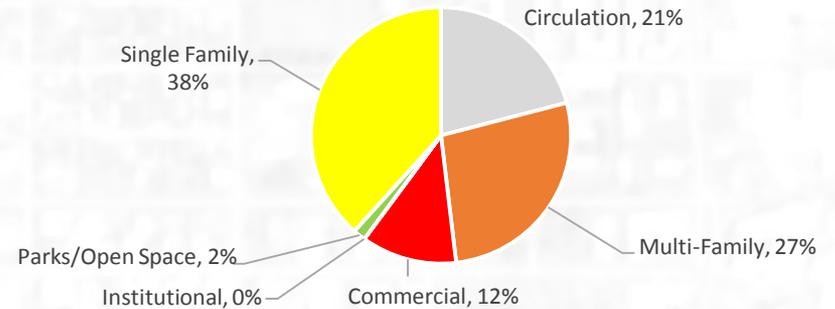
Kalihi



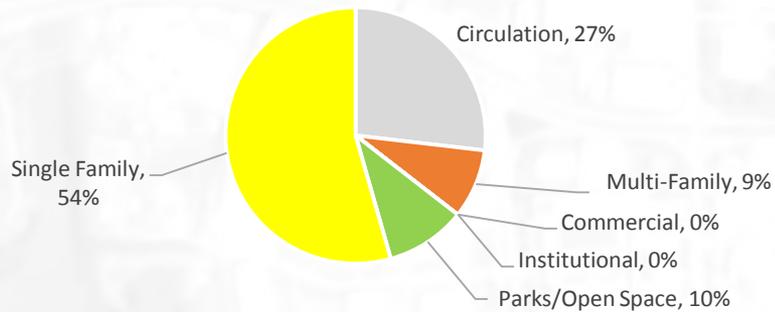
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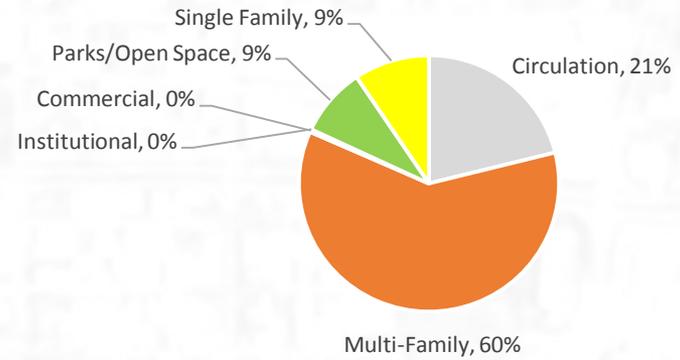
Liliha



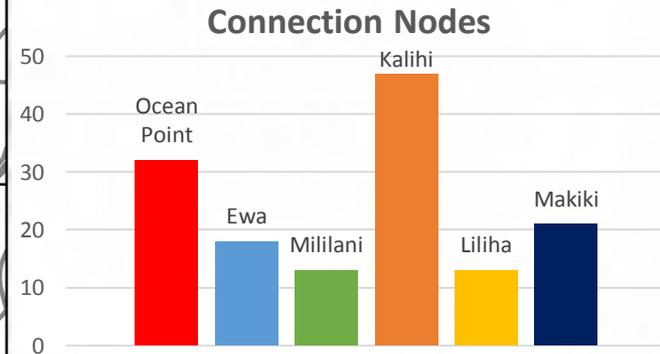
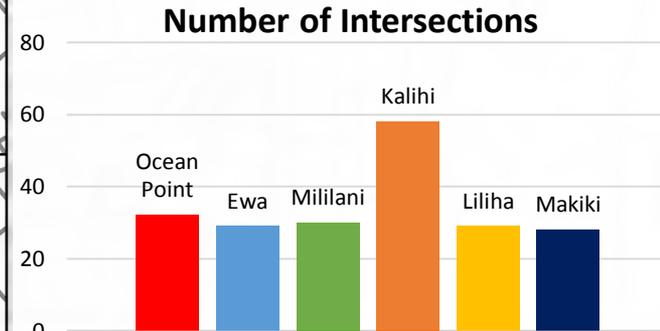
Mililani



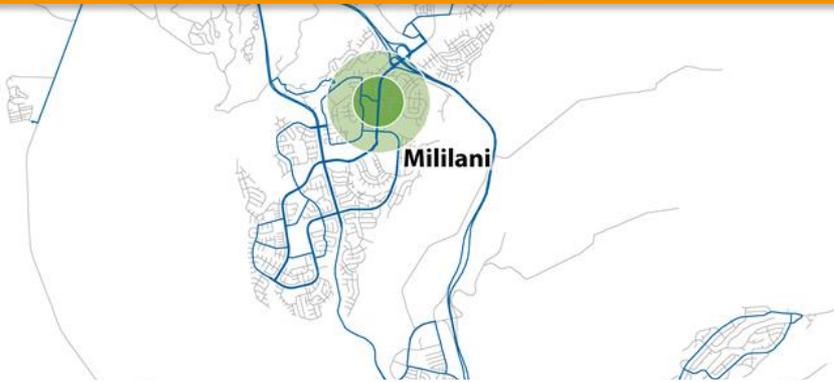
Makiki



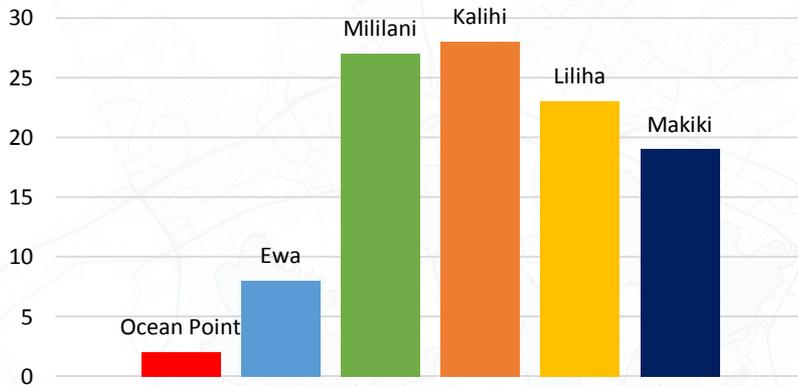
Complete Streets: **Connectivity**



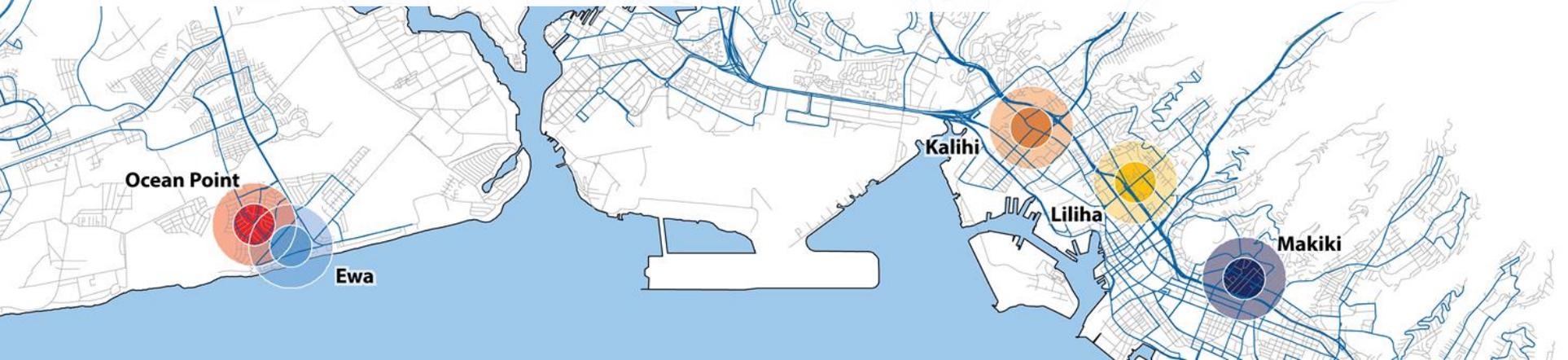
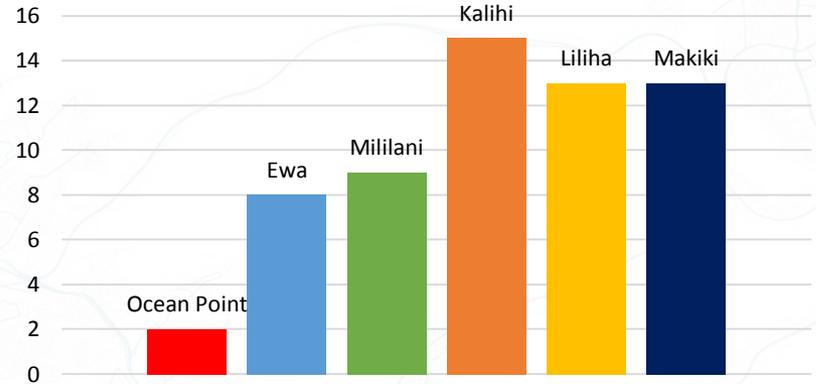
Complete Streets: *Bus Transit*



Number of Bus Routes



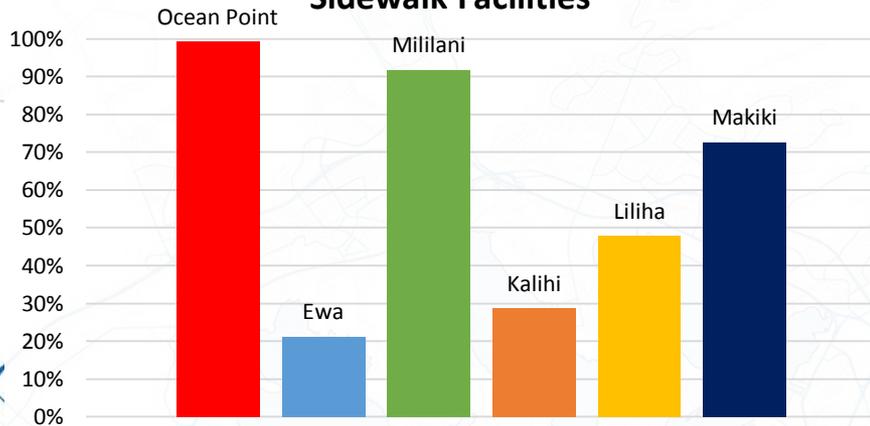
Number of Bus Stops



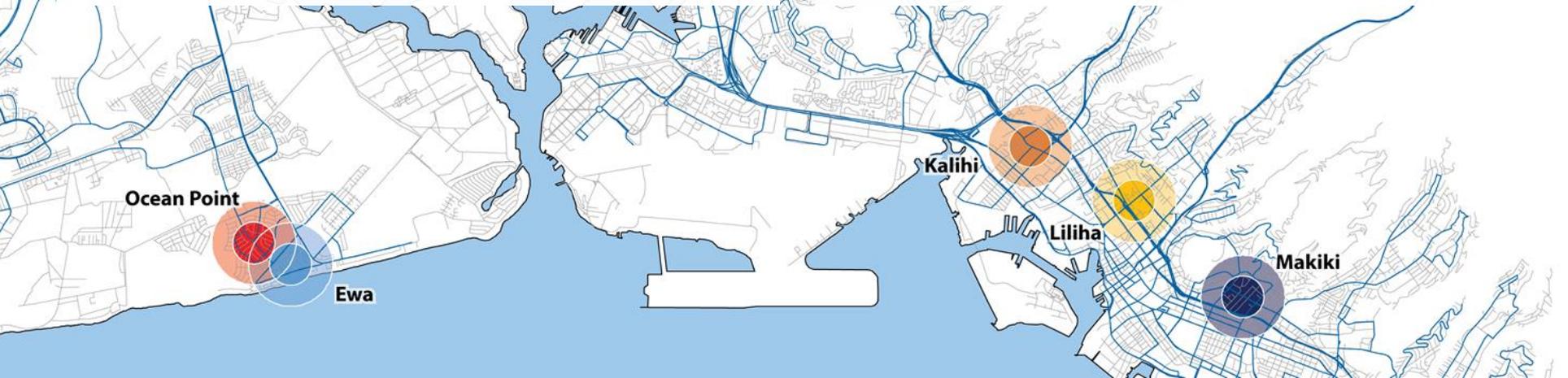
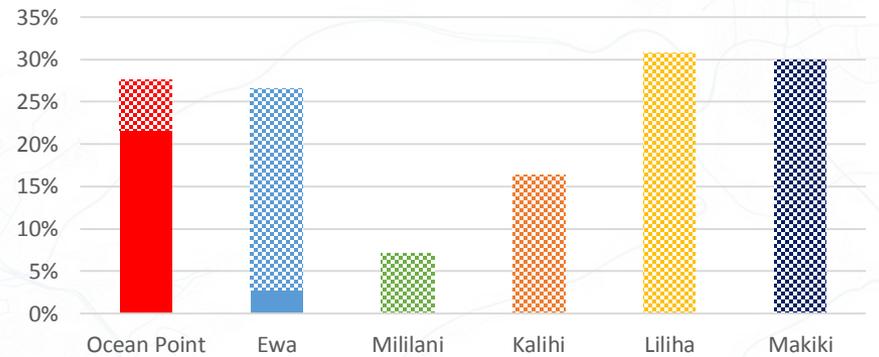
Complete Streets: Sidewalks and Bikeway



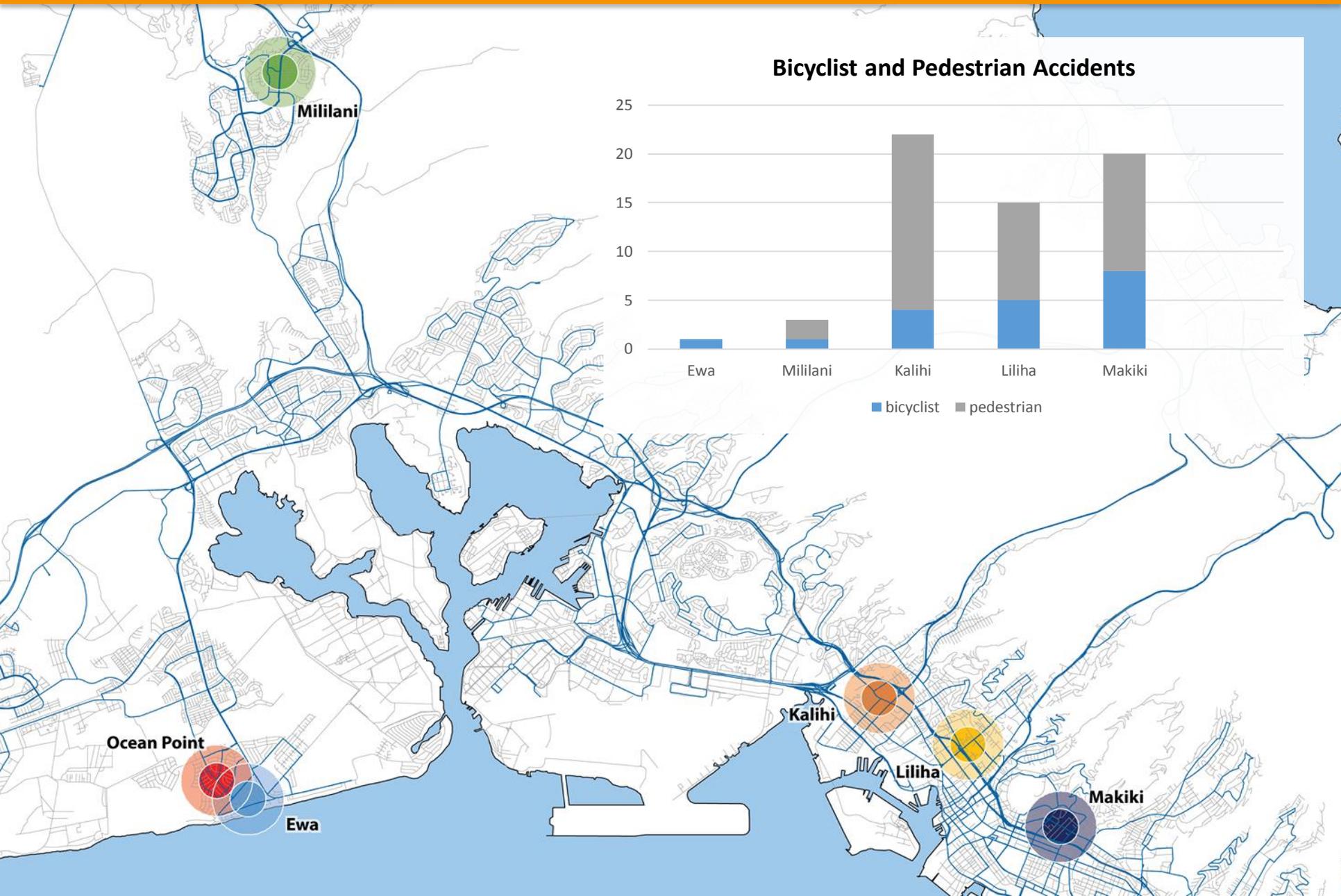
Sidewalk Facilities



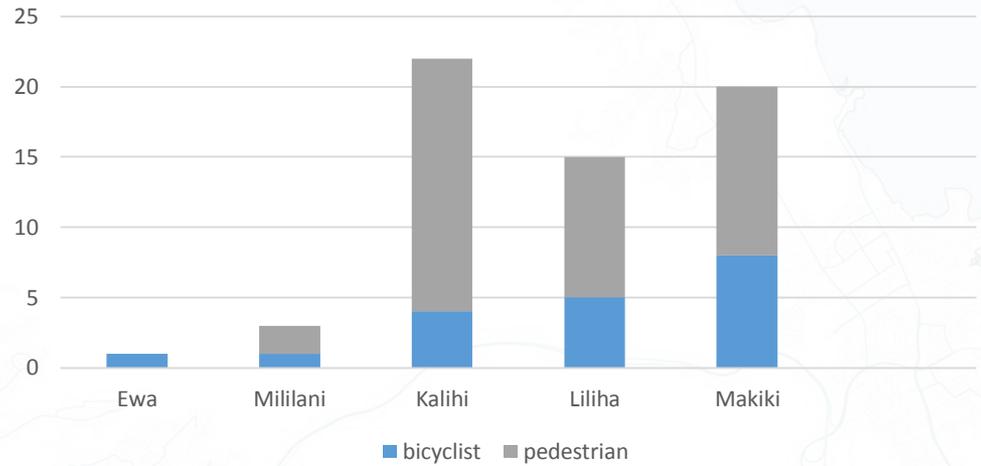
Existing (solid) and Proposed (light) Bicycle Facilities



Complete Streets: *Pedestrian / Bicycle Accidents*



Bicyclist and Pedestrian Accidents



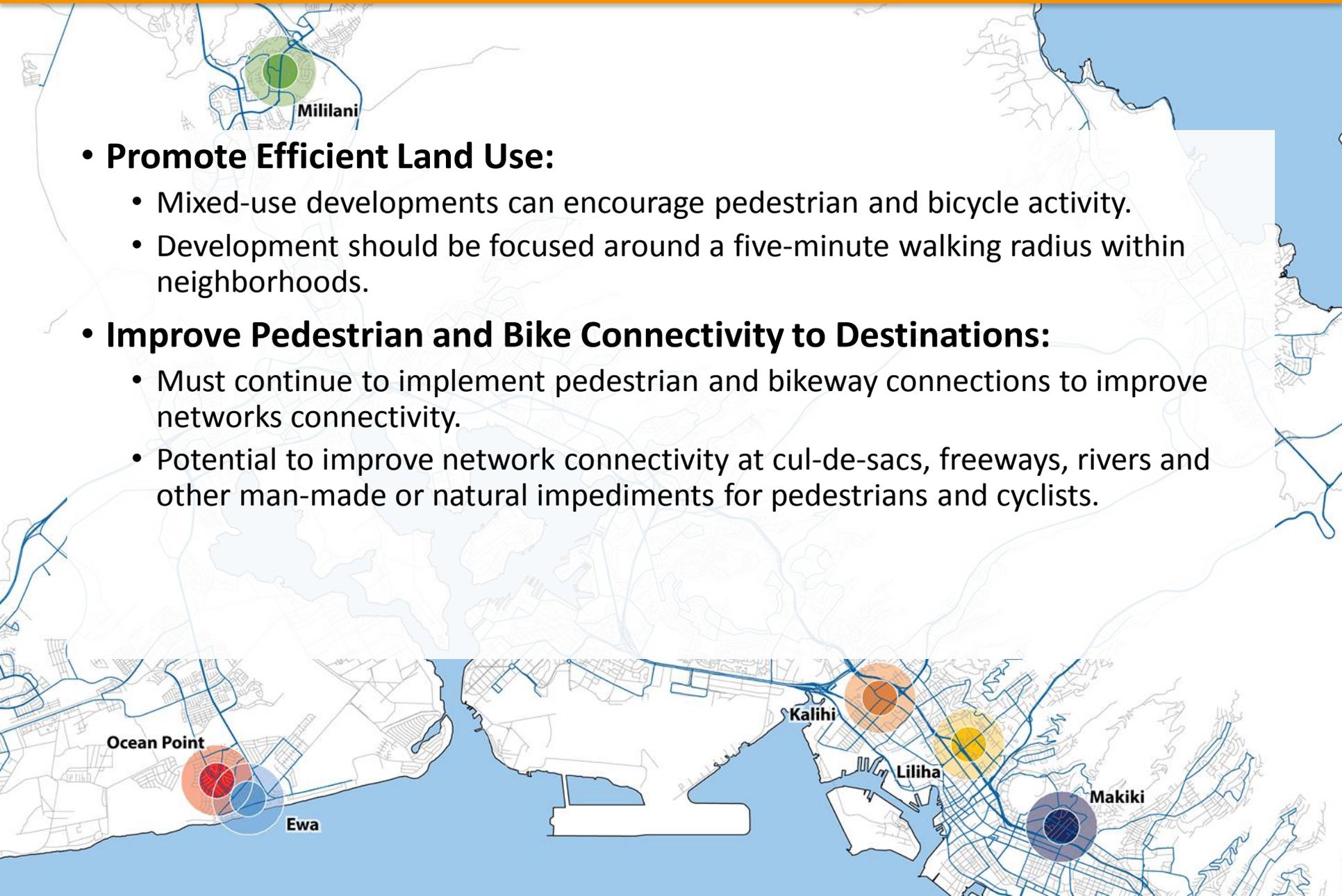
Complete Streets: *Direction for Complete Streets*

- **Promote Efficient Land Use:**

- Mixed-use developments can encourage pedestrian and bicycle activity.
- Development should be focused around a five-minute walking radius within neighborhoods.

- **Improve Pedestrian and Bike Connectivity to Destinations:**

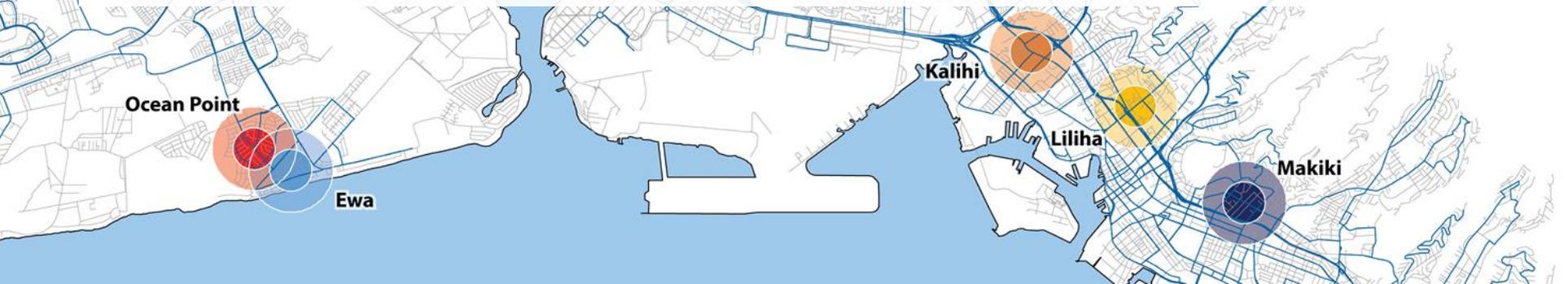
- Must continue to implement pedestrian and bikeway connections to improve networks connectivity.
- Potential to improve network connectivity at cul-de-sacs, freeways, rivers and other man-made or natural impediments for pedestrians and cyclists.



Complete Streets: *Direction for Complete Streets*

- **Roadway design speeds should match target and posted speeds.**

- Wide lanes and shoulder conditions encourage speeding. Road geometry should be tightened to slow traffic.
- Many of the complete street project being done for City and County of Honolulu are achieving multimodal capacity by restriping of lanes. Similar approaches should be done for State roads. The reapportioned roadway space can be used for other modes of transportation (e.g., bikeways, wider sidewalk, shorter crossing distances). This is especially relevant for rural communities where State Highways are the principal connector and commercial street.



Complete Streets: *Direction for Complete Streets*

- **Highways:**

- **Local Streets:**

- Older urban neighborhoods such as Kalihi, Liliha and Makiki have narrow street networks, so road widening may not be an option to accommodate pedestrians and cyclists. The use of Shared Streets may become a viable option in achieving safer multimodal access.

